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PHOTOGRAPHIC INTERPRETATION REPORT



**SOUTHEAST ASIA
ACTIVITY REPORT**

**SELECTED TRANSPORTATION
AND INFILTRATION
COMPENDIUM**

HA NOI/HAI PHONG RAIL LINE

NPIC/R-231/67
NOVEMBER 1967

SUMMARY NO. 61

GROUP 1 EXCLUDED FROM
AUTOMATIC DOWNGRADING
AND DECLASSIFICATION

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WARNING

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[REDACTED]

PREFACE

This report is a summary of selected information on transportation, infiltration, and military activity in southeast Asia as identified by NPIC through the cover date. Activity in support of communist forces in Laos, North Vietnam, South Vietnam, and Cambodia is emphasized.

Items are generally numbered and arranged according to location from north to south. Annotated maps of varying scales have been included to assist the reader in locating the item. Selected photographs are included whenever scale and interpretability permit.

Missions, mission dates, frames and NPIC cable and briefing board references are listed after each item, as appropriate.

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5. Ha Noi/Hai Phong Rail Line

The 52-nm meter-gauge rail line connecting the Ha Noi and Hai Phong complexes is one of the seven rail lines in North Vietnam. On photography of [REDACTED], the entire line was serviceable with the exception of an interdiction at 20-51. [REDACTED] N 106-40. [REDACTED] E (Figure 18). On that date, 17 locomotives (2 damaged/destroyed) and approximately 380 pieces of rolling stock were observed on the line.

Line components and facilities consist of eight passing tracks (from 1,250 ft to 2,900 ft), 12 short spurs (including industrial and transshipment), three dead sidings (one 450 ft and two 800 ft, including one transshipment siding), one by-pass under renewed construction, 12 classification yards, two service yards, one freight yard, the harbor rail complex at Hai Phong, and the northern side of the Ha Noi by-pass ferry crossings.

UTM coordinated and a description of selected facilities follow:

1. Duong Xa railroad classification yard, [REDACTED] 250 ft long and 3 tracks wide (all serviceable) with 1 station and 4 other buildings. (Figure 1)
2. Lac Dao railroad yard, [REDACTED] 900 ft long and 3 tracks wide (1 serviceable), with 1 building intact and 1 damaged. (Figure 2)
3. Kim Quan railroad crossings over unnamed stream: main line served by a rail and highway bridge at [REDACTED] (serviceable) and a by-pass bridge at [REDACTED] (unserviceable due to missing spans). (Figures 4 and 5)
4. Kim Quan railroad yard, [REDACTED] 2,000 ft long and 3 tracks wide (2 serviceable) with 1 building and 1 locomotive shelter. (Figure 6)
5. Do Thon railroad yard, [REDACTED] 1,200 ft long and 3 tracks wide (1 serviceable) with all facilities destroyed. (Figure 3)
6. Xuan Dai water-to-rail transshipment point, [REDACTED] rail spur extends from the main line to a 3-track classification yard on the south bank of the Song Thai Binh (river). Facilities consist of a large coal stockpile with numerous conveyers, 3 small conveyer support rafts, 1 small pier and 2 sheds. An unnumbered road also serves the area. (Figure 9)
7. Hai Duong railroad yard, [REDACTED] 2,200 ft long and 4 tracks wide with 1 dead siding, (all serviceable). (Figure 12)
8. Hai Duong railroad by-pass under construction: tracks extend from the main line at [REDACTED] southwest into Hai Duong to [REDACTED] where the rail bed curves north to rejoin the main line at [REDACTED] (Figure 12)
9. Hai Duong multiple river crossings over the Song Thai Binh: 5-span through truss-deck main line rail bridge at [REDACTED] (serviceable); multispan deck by-pass rail bridge at [REDACTED] (unserviceable); and by-pass rail ferry crossing at [REDACTED] (serviceable with rail ferry in a

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25X1D constructed berth at [REDACTED]. (Figures 7,8, and 10)

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25X1D 11. Hai Duong multiple river crossings over the Song Rang: 2-span through truss main rail bridge at [REDACTED] (serviceable); by-pass rail ferry crossing at [REDACTED] (serviceable); 8-span rail by-pass bridge at [REDACTED] (unserviceable with track under repair on the northern approach spur and at least 1 of 7 removed spans located on the spur and 4 beside the main line). (Figures 13 and 14)

25X1D 12. Lai Khe railroad yard, [REDACTED] 2,200 ft long and 3 tracks wide (1 serviceable) with 3 damaged buildings. (Figure 11)

25X1D 13. Pham Xa railroad yard, [REDACTED] 1,650 ft long and 3 tracks wide (1 serviceable) with 1 damaged building. (Figure 15)

25X1D 14. An Phu railroad yard, [REDACTED] 2,000 ft long and 3 tracks wide (1 track serviceable) with all facilities destroyed. (Figure 16)

25X1D 15. Vat Cach Thuong railroad yard, [REDACTED] 2,000 ft long and 3 tracks wide (all serviceable) with 1 building.

25X1D 16. Cong My East transshipment point, [REDACTED] 800-ft dead-end siding extends north, parallelling the main line. Also served by Route 5, facilities consist of 6 intact buildings and 1 quay.

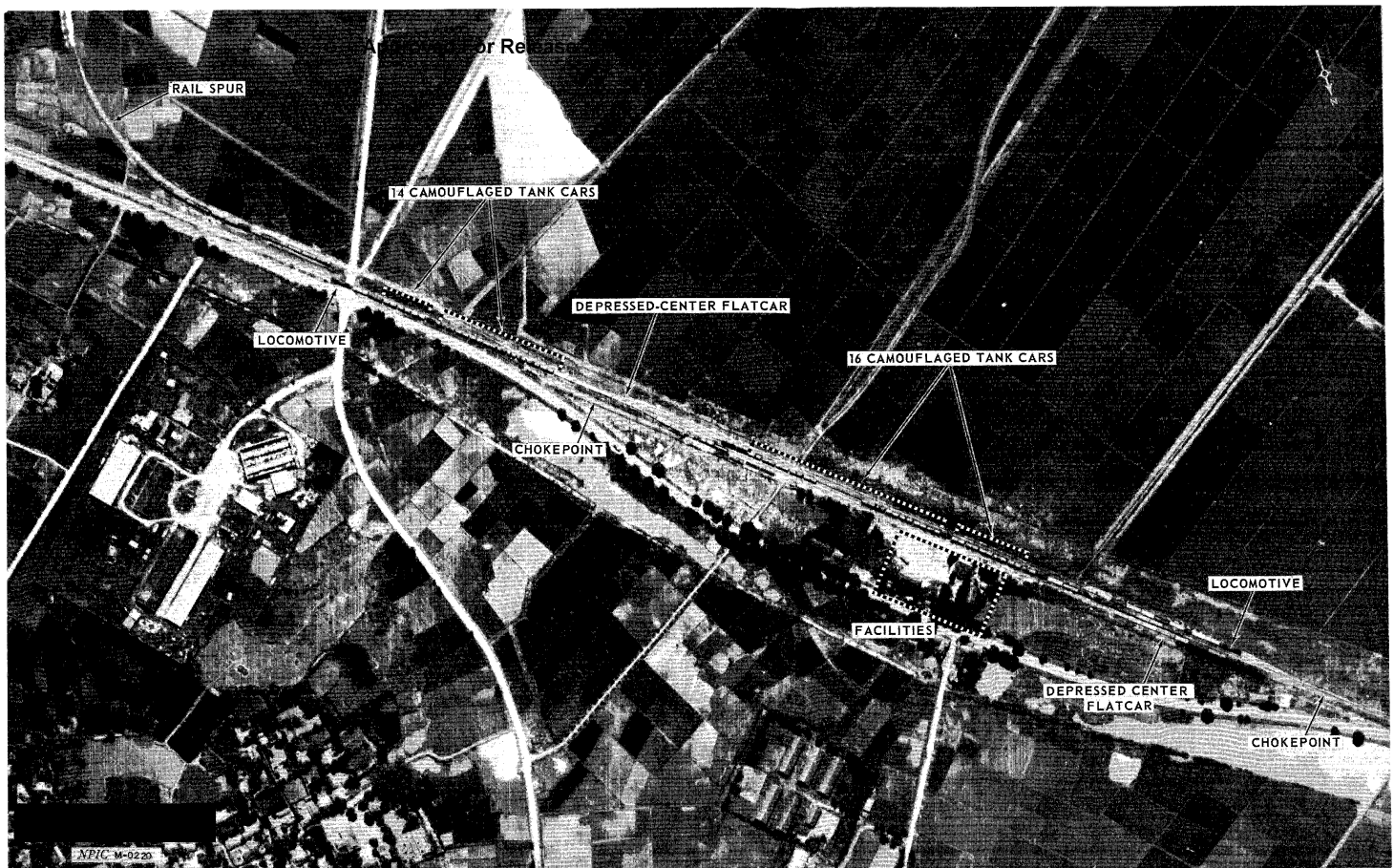
25X1D 17. Thuong Ly railroad classification yard, [REDACTED] 1,800 ft long and 5 tracks wide with 1 dead-end siding, all serviceable, and 1 station and 1 depot. (Figure 17)

25X1D 18. Hai Phong multiple river crossings; 5-span through truss main line rail bridge, at [REDACTED], serviceable (interdictions on northwest approach prohibit through traffic); rail by-pass river crossing at [REDACTED] under renewed construction (renewed rail approach construction and a possible pile driver observed). (Figure 18)

25X1A 19. Hai Phong railroad station, classification yard, and shops [REDACTED]: classification yard 2,550 ft long and 9 tracks wide with a turning wye, a passenger station and a locomotive shelter; minor locomotive repair yard with one 3-track repair shop, 1 locomotive shelter, 2 dead sidings, a coal storage and loading facility, and a water tank; major car repair yard with 4 repair tracks, 1 large multisection car repair shop, and 7 other buildings; and a freight yard with 4 dead-end sidings, 1 depot, a covered transshipment platform, 1 open transshipment platform, 1 storage building, and open storage areas. (Figure 19)

20. Hai Phong Port rail complex, [REDACTED] 2.7 nm of track serving the dock area, a coal storage area, and warehouse areas.

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FIGURE 1. DUONG XA RAILROAD YARD, NORTH VIETNAM
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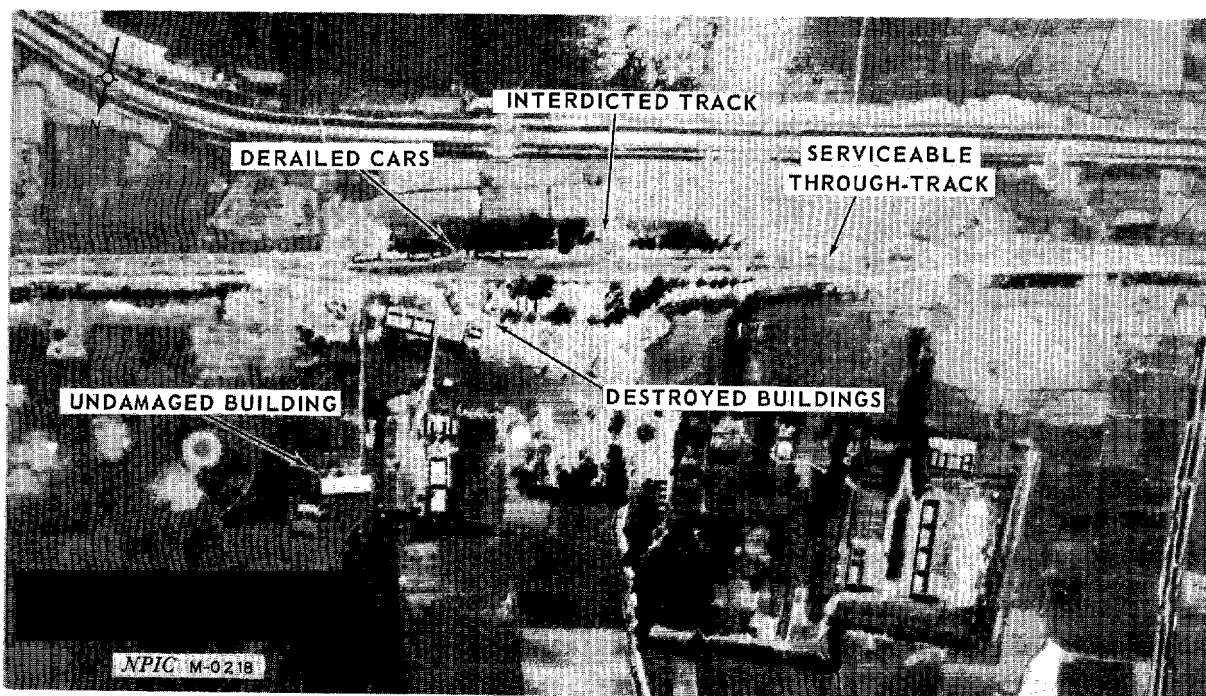


FIGURE 2. LAC DAO RAILROAD YARD, NORTH VIETNAM

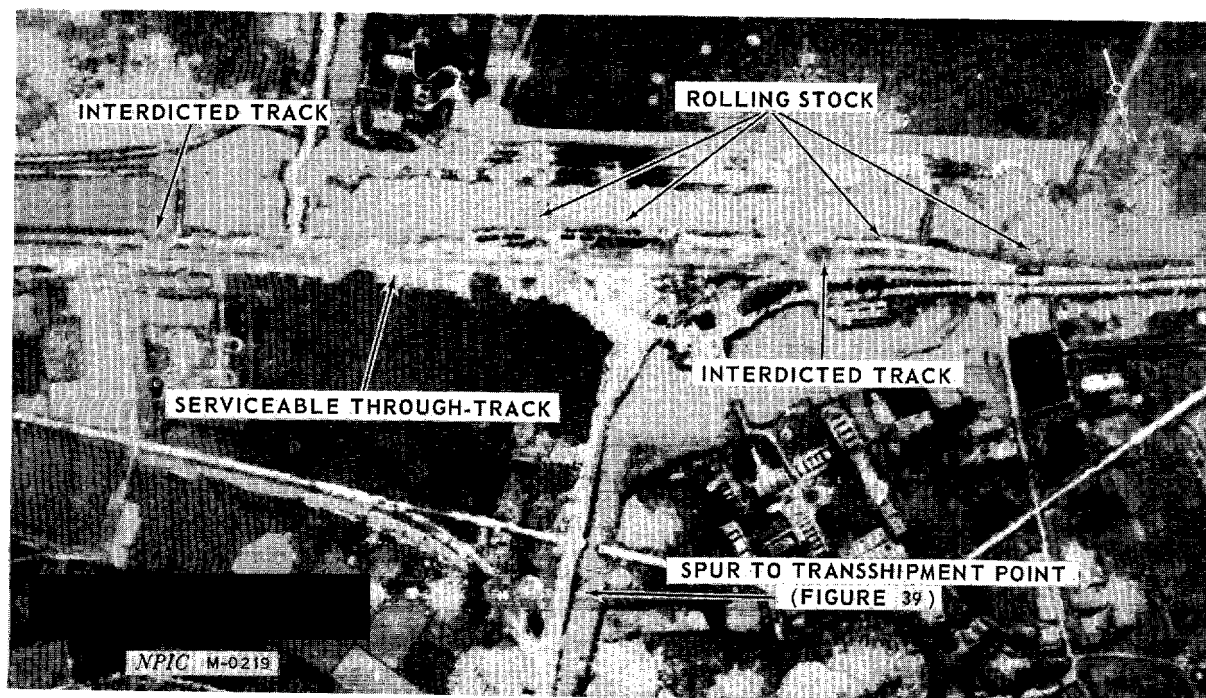


FIGURE 3. DO THON RAILROAD YARD, NORTH VIETNAM

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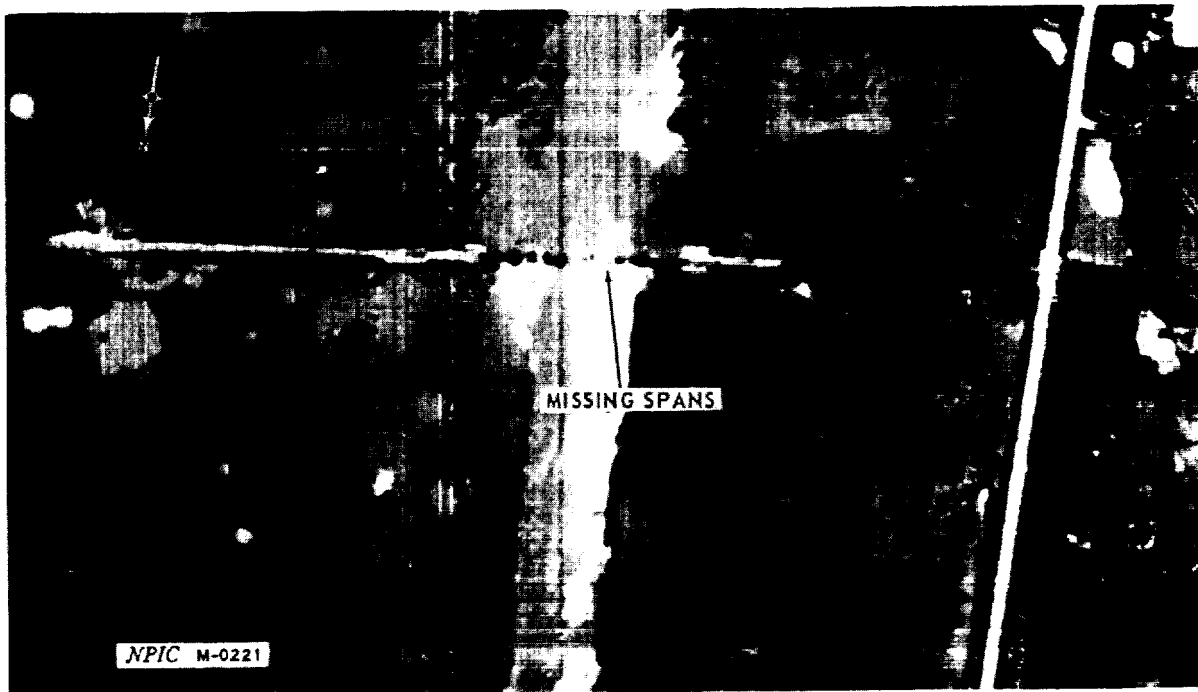


FIGURE 4. KIM QUAN RAILROAD BY-PASS BRIDGE, UNNAMED STREAM, NORTH VIETNAM

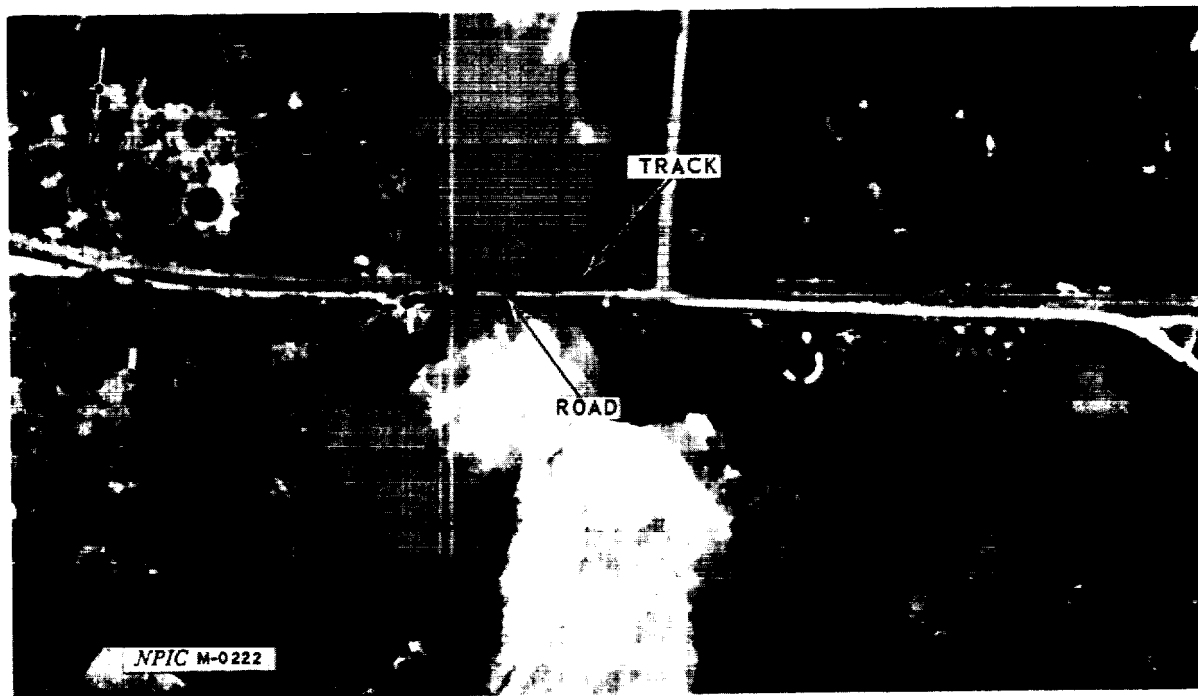


FIGURE 5. KIM QUAM RAILROAD AND HIGHWAY BRIDGE, UNNAMED STREAM, NORTH VIETNAM

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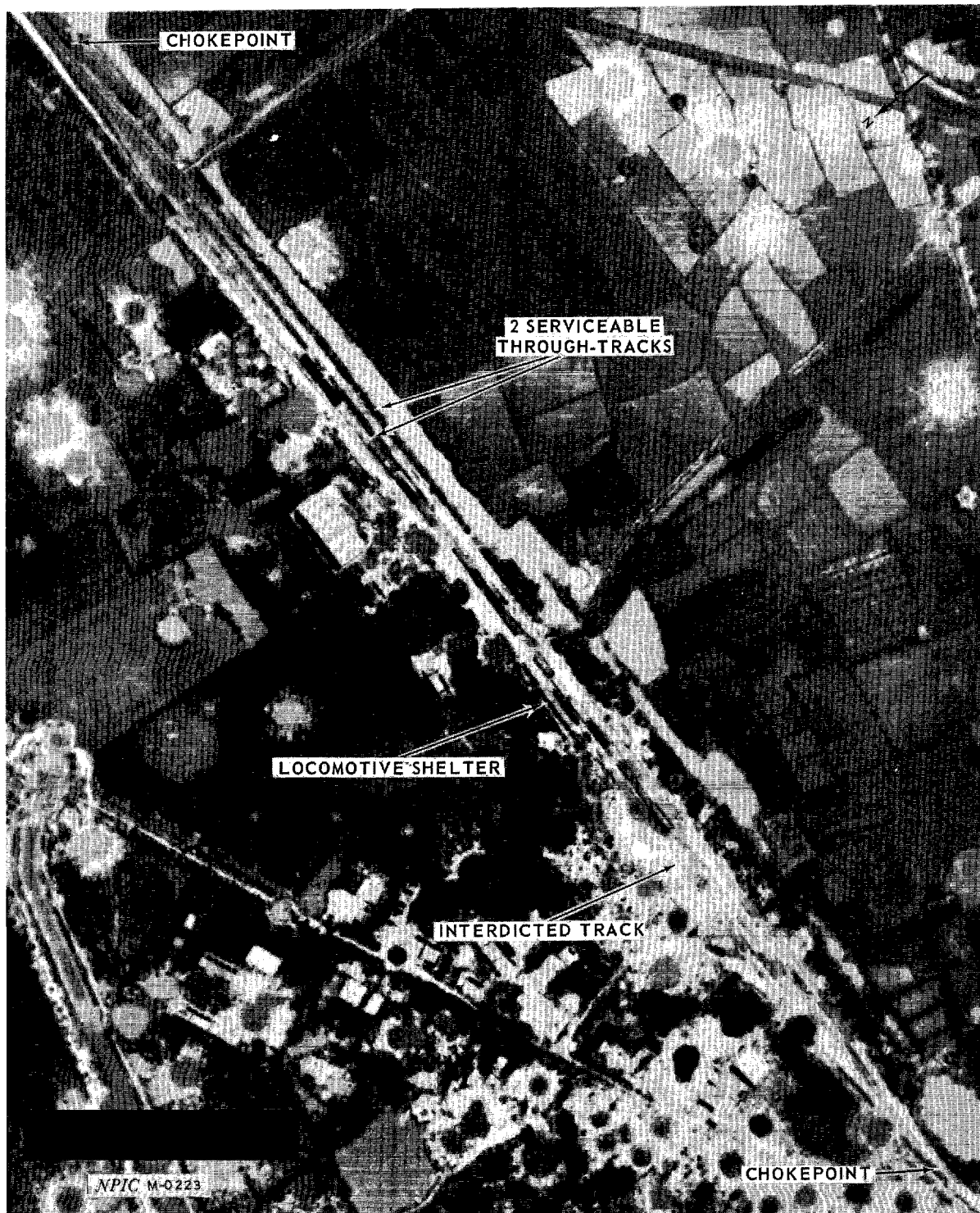


FIGURE 6. KIM QUAN RAILROAD YARD, NORTH VIETNAM

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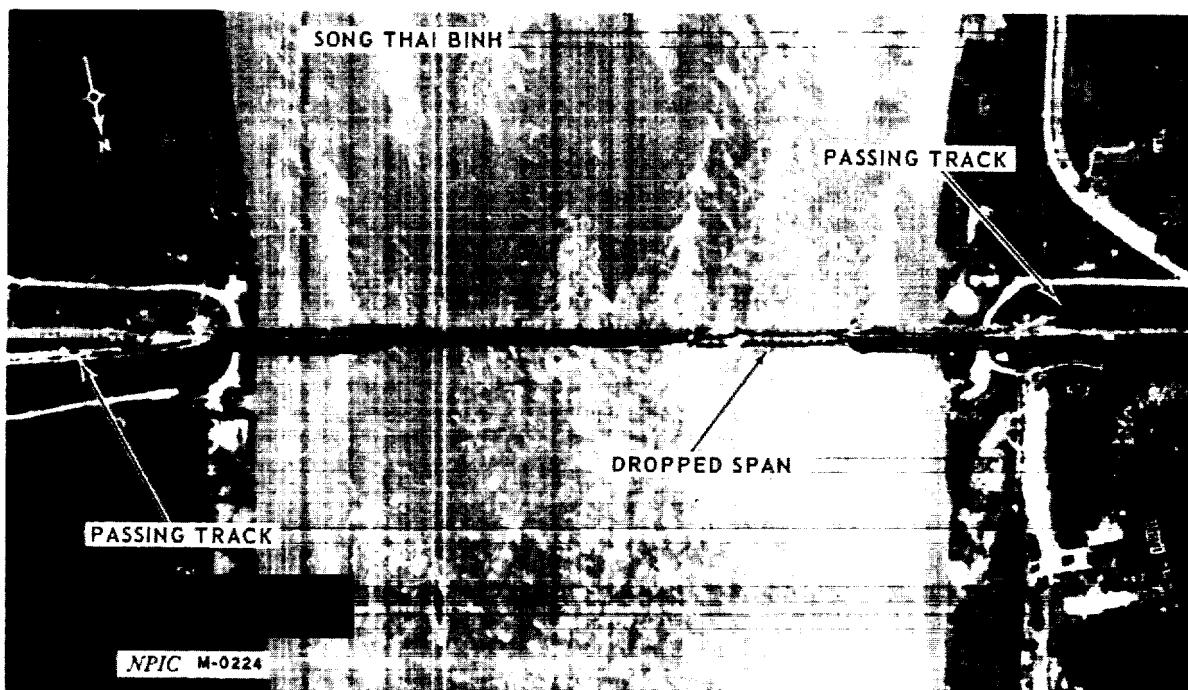


FIGURE 7. HAI DUONG RAILROAD BRIDGE OVER SONG THAI BINH, NORTH VIETNAM

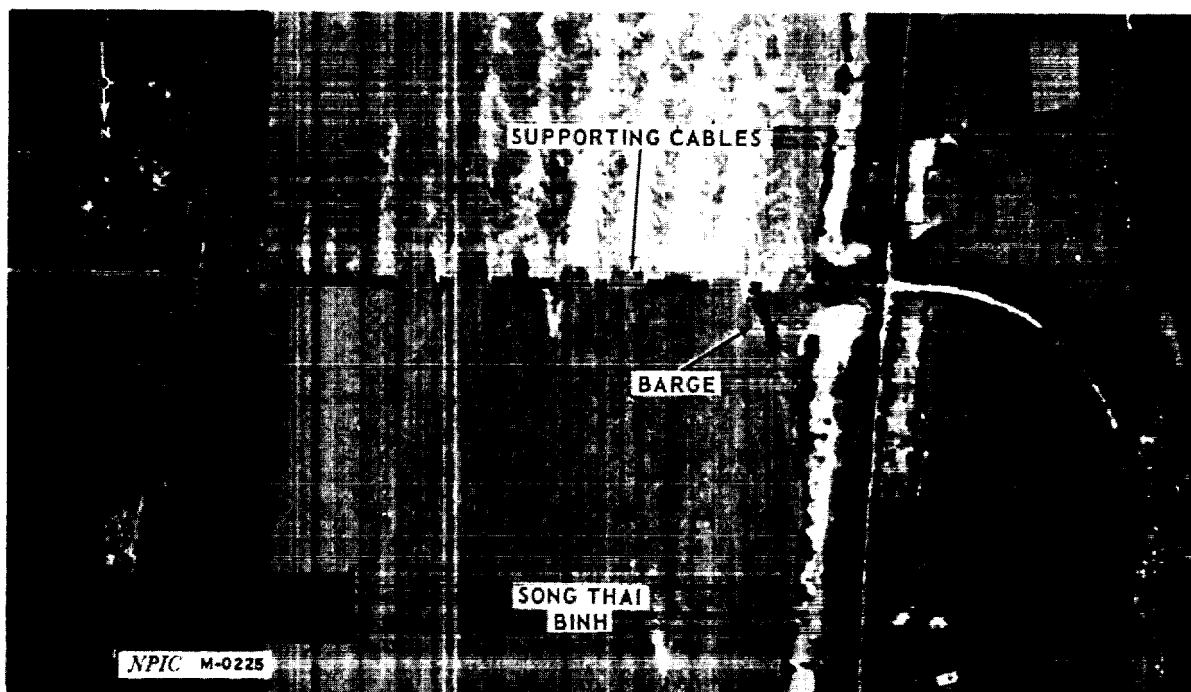
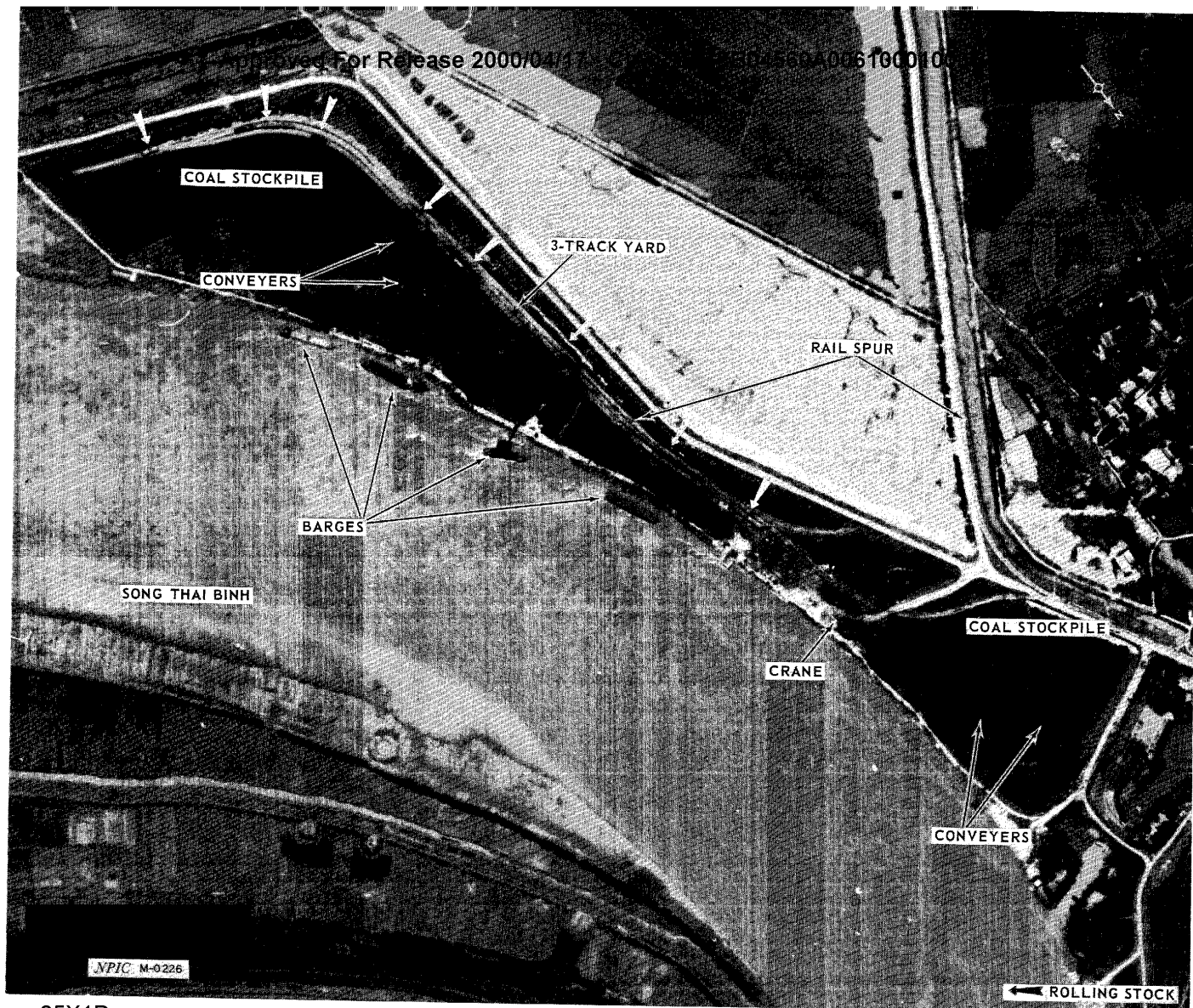


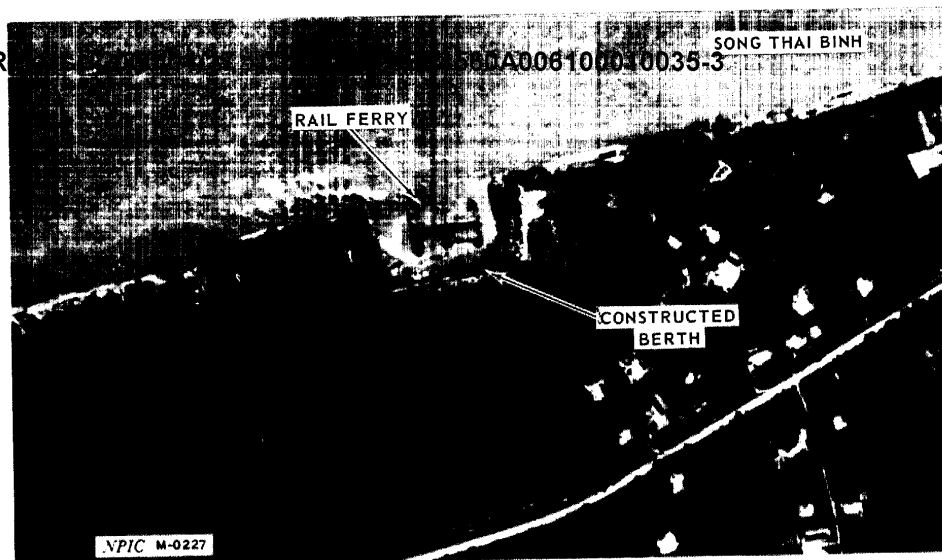
FIGURE 8. HAI DUONG RAILROAD BY-PASS BRIDGE OVER SONG THAI BINH, NORTH VIETNAM



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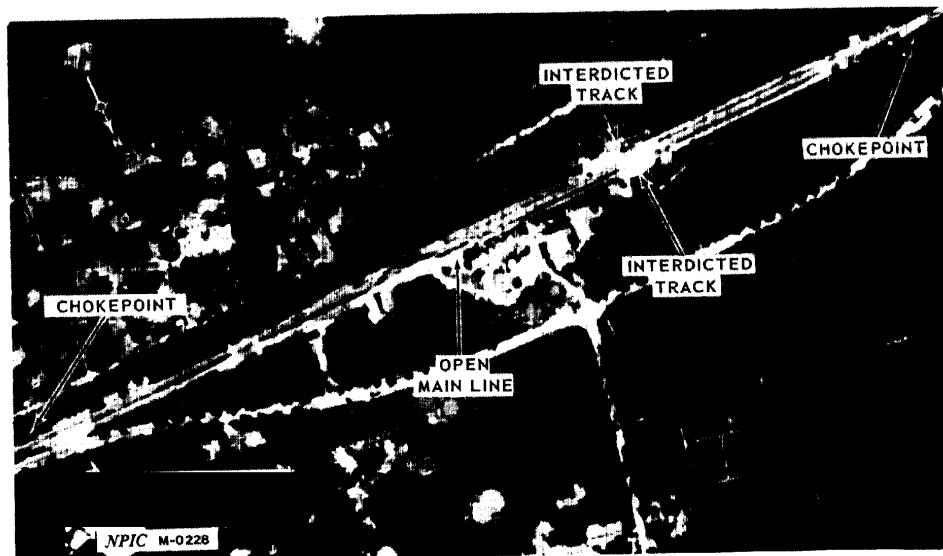
FIGURE 9. XUAN DAI WATER-TO-RAIL TRANSHIPMENT POINT, NORTH VIETNAM
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FIGURE 10. BERTHED RAIL FERRY, HAI DUONG AREA, NORTH VIETNAM



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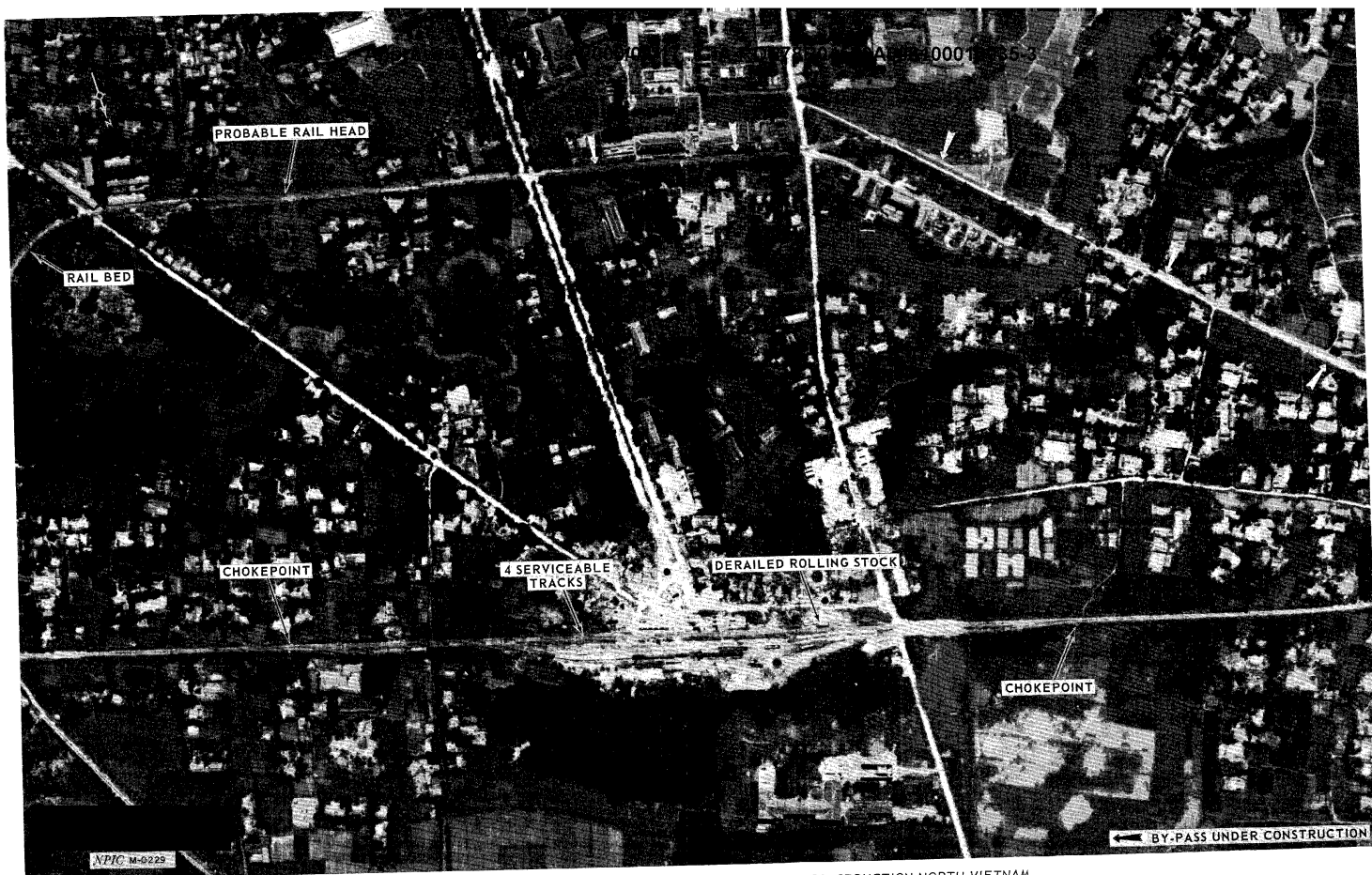
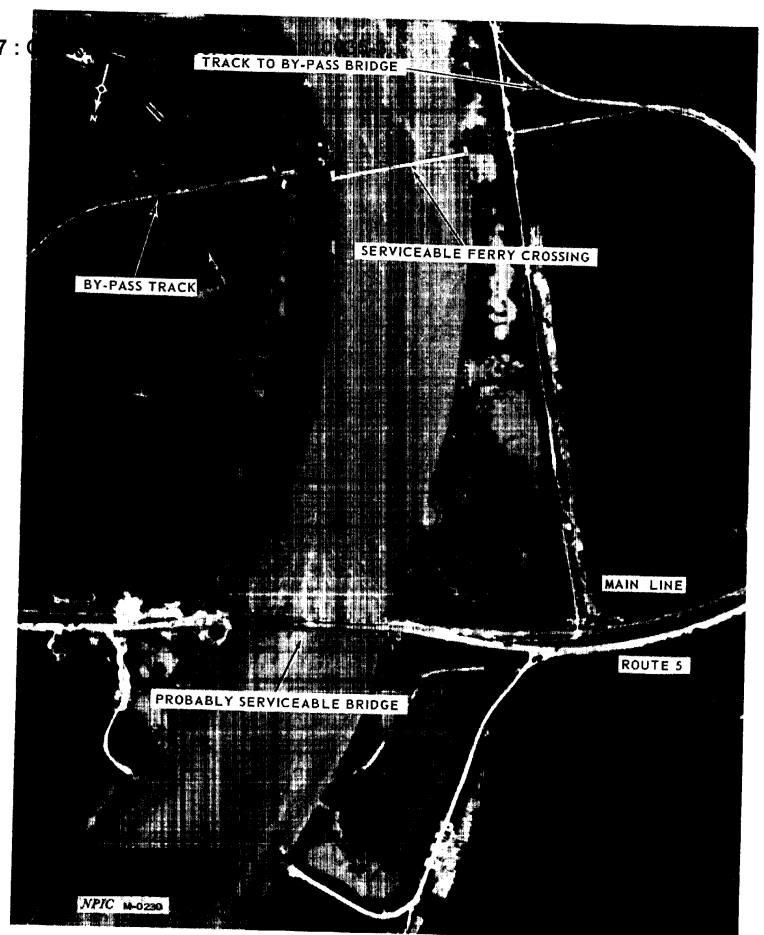


FIGURE 12. HAI DUONG RAILROAD YARD AND BY-PASS UNDER CONSTRUCTION, NORTH VIETNAM
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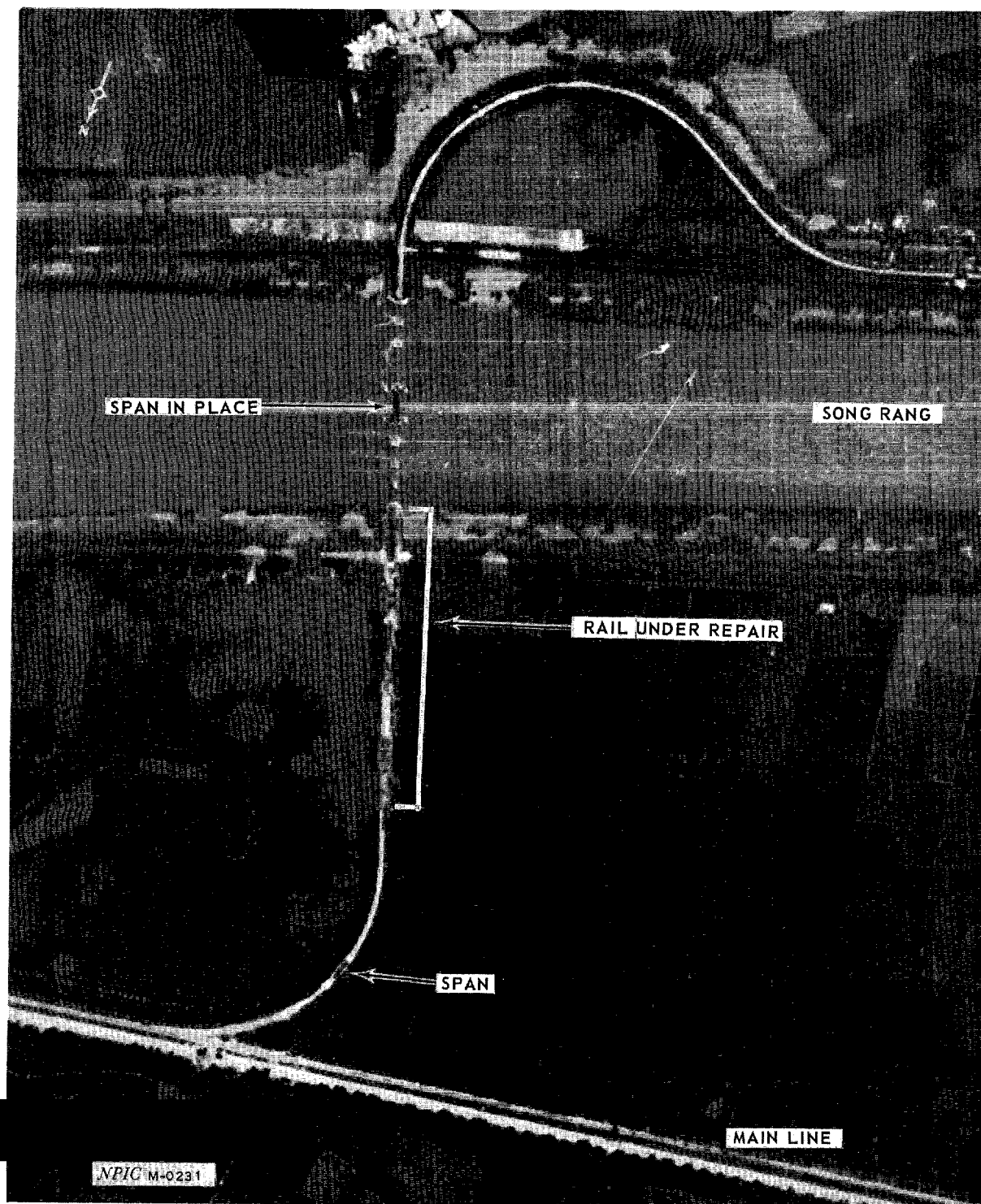
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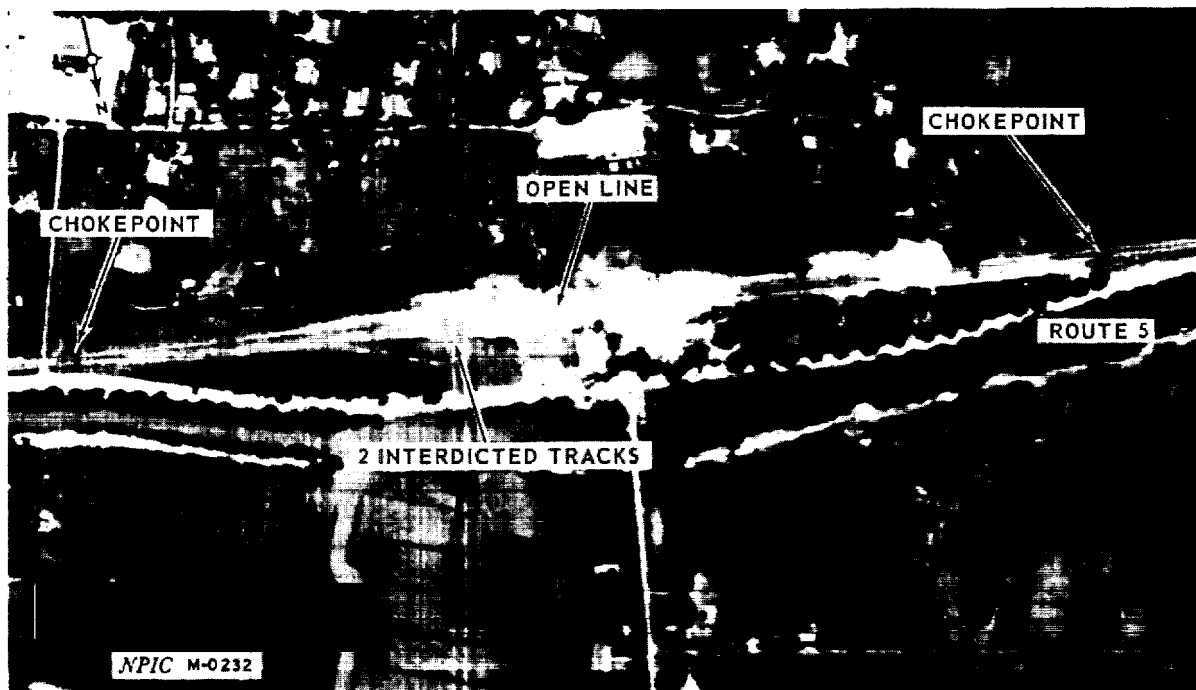


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FIGURE 14. HAI DUONG BY-PASS BRIDGE, SONG RANG, NORTH VIETNAM

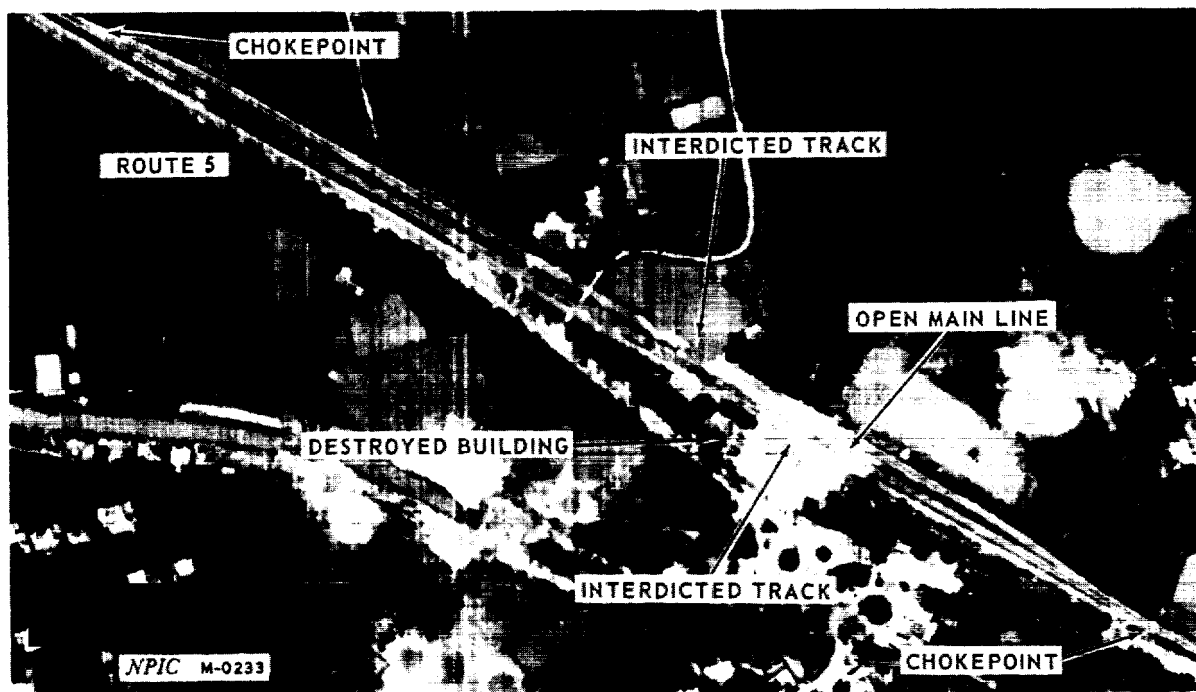
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FIGURE 15. PHAM XA RAILROAD YARD, NORTH VIETNAM



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FIGURE 16. AN PHU RAILROAD YARD, NORTH VIETNAM

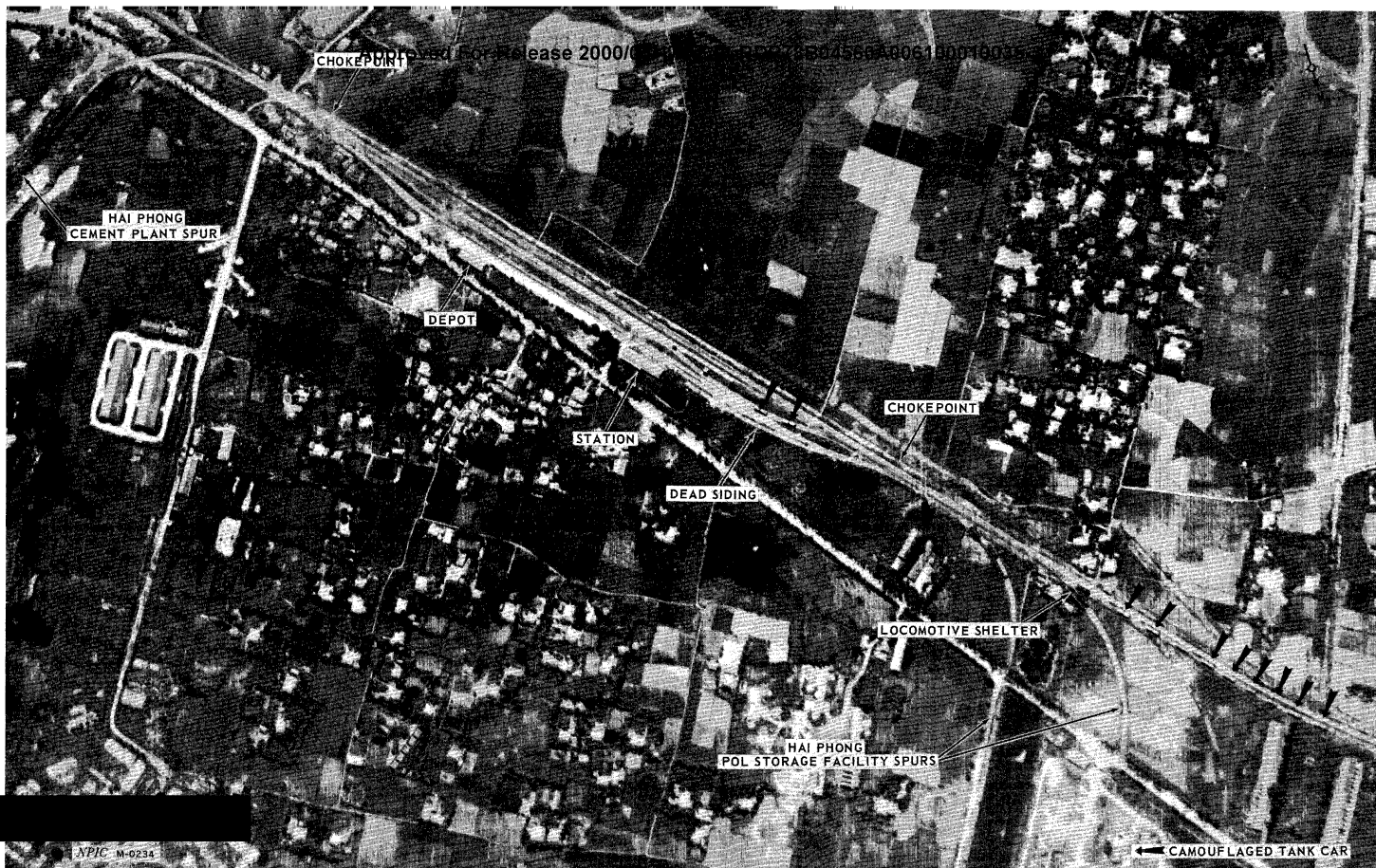


FIGURE 17. THUONG LY RAILROAD CLASSIFICATION YARD, NORTH VIETNAM

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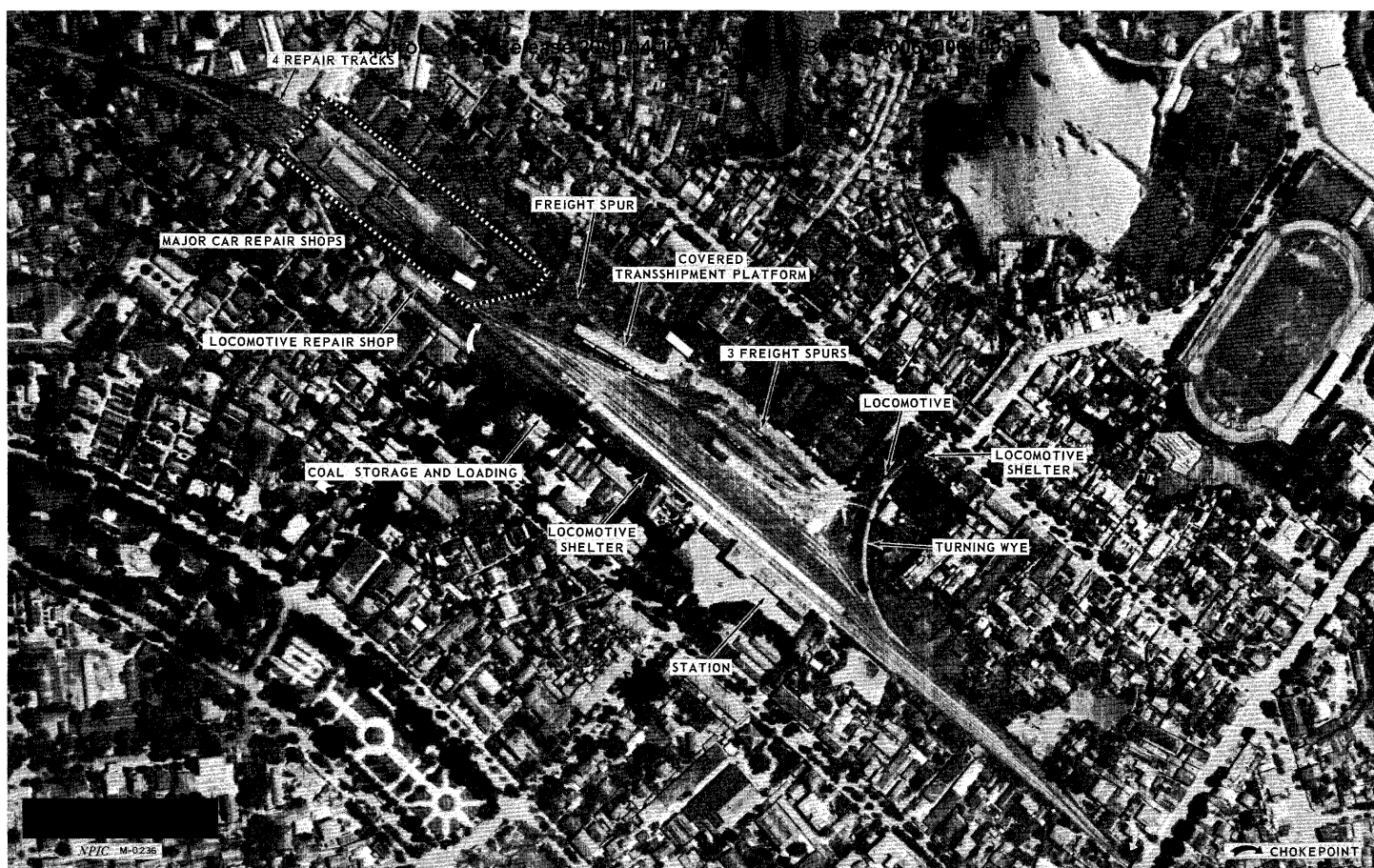


FIGURE 19. HAI PHONG RAILROAD CLASSIFICATION YARD AND SHOPS, NORTH VIETNAM
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